

#### § 172.040

(4) Puget Sound ports and Canadian west coast ports or Columbia River ports, or both;

(5) San Francisco, Los Angeles, and San Diego, CA.

(b) Vessels exempt by paragraph (a) of this section must comply with the following conditions:

(1) The master is satisfied that the vessel's longitudinal strength is not impaired.

(2) The master ascertains the weather to be encountered on the voyage.

(3) Potential heeling moments are reduced to a minimum by carrying as few slack holds as possible.

(4) Each slack surface must be leveled.

(5) The transverse metacentric height (GM), in meters, of the vessel throughout the voyage, after correction for liquid free surface, has been shown by stability calculations to be in excess of the required GM (GMR), in meters.

(i) The GMR is the sum of the increments of GM (GMI) multiplied by the correction factor,  $f$  and  $r$ .

Where:  $r$  = (available freeboard) (beam) of the vessel and

$f = 1$  if  $r$  is  $> 0.268$  or

$f = (0.268 r)$  if  $r$  is  $< 0.268$ .

(ii) The GMI for each compartment which has a slack surface of grain, i.e., is not trimmed full, is calculated by the following formula:

$GMI = (B3 \times L \times 0.0661) (\text{Disp.} \times SF)$   
where:  $B$  = breadth of slack grain surface (m)

$L$  = Length of compartment (m)

$\text{Disp.}$  = Displacement of vessel (tons)

$SF$  = Stowage factor of grain in compartment (cubic meters/tons)

(c) Vessels which do not have the Document of Authorization required by § 172.015 may carry grain in bulk up to one third of their deadweight tonnage provided the stability complies with the requirements of Section 9 of the International Code for the Safe Carriage of Grain in Bulk.

#### § 172.040 Certificate of loading.

(a) Before it sails, each vessel that loads grain in bulk, except vessels engaged solely on voyages on the Great Lakes, rivers, or lakes, bays, and sounds, must have a certificate of loading issued by an organization recognized by the Commandant for that pur-

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pose. The certificate of loading may be accepted as prima facie evidence of compliance with the regulations in this subpart.

(b) The Commandant recognizes the National Cargo Bureau, Inc., 30 Vesey Street, New York, NY, 10007-2914, for the purpose of issuing certificates of loading.

#### Subpart C—Special Rules Pertaining to a Barge That Carries a Cargo Regulated Under Subchapter D of This Chapter

#### § 172.047 Specific applicability.

This section applies to each tank barge that carries, in independent tanks described in § 151.15-1(b) of this chapter, a cargo listed in Table 30.25-1 of this chapter that is a—

(a) Liquefied flammable gas; or

(b) Flammable liquid that has a Reid vapor pressure in excess of 25 pounds per square inch (172.4 KPa).

#### § 172.050 Damage stability.

(a) Each tank barge is assigned a hull type number by the Commandant in accordance with § 32.63-5 of this chapter. The requirements in this section are specified according to the hull type number assigned.

(b) Except as provided in paragraph (c) of this section, each Type I and II barge hull must have a watertight weather deck.

(c) If a Type I or II barge hull has an open hopper, the fully loaded barge must be shown by design calculations to have at least 2 inches (50mm) of positive GM when the hopper space is flooded to the height of the weather deck.

(d) When demonstrating compliance with paragraph (c) of this section, credit may be given for the buoyancy of the immersed portion of cargo tanks if the tank securing devices are shown by design calculations to be strong enough to hold the tanks in place when they are subjected to the buoyant forces resulting from the water in the hopper.

(e) Each tank barge must be shown by design calculations to have at least 2 inches (50 mm) of positive GM in each condition of loading and operation after assuming the damage specified in